(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) A quota of two berths each by 4257 Kashi-Vishwanath Express and by 4265 Varanasi-Dehradun Express has been allotted at Balamau Junction with effect from 15.4.2000 and 15.5.2000 respectively. At present, there is no proposal for stoppage of 4307 / 4308 Mugalsarai-Bareilly Express at Balamau Junction.

(c) to (e) There is no such proposal at present as the present level of traffic does not justify the same.

Delay in arrival of art cranes at Ghaisal rail accident site

1799. SHRI MD. SALIM: Will the Minister of RAILWAYS be pleased to state:

(a) whether after the Rail accident in Ferozabad in 1995, Government had decided to import Accident Relief Cranes of 140 Ton capacity;

(b) whether after the accident on 2nd August, 1999 at Ghaisal, there was an extraordinary delay in arrival of such crane on the spot;

(c) whether one such crane could not move from New Jalpaiguri, 70 km from the accident site, though it was inaugurated in February 1999;

(d) if so, the reasons therefor; and

(e) if not, the details of location of the nearest available 140 Ton relief crane when this accident took place?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) No, Sir.

(c) to (e) The accident relief cranes were ordered from New Guwahati (140 T), New Jalpaiguri (65 T), Sahibganj (85 T), and Asansol (140 T). The first crane arrived at the site at 1720 hrs. of 02.08.99. It could not be put to use immediately as Accident Relief Medical Train was in Block Section and the passengers trapped in the debris were being extricated. The cranes could be put

to use only at 0410 hrs of 03.08.99 after extricating the injuried passengers and removing the dead bodies. The 140 T Crane of New Jalpaiguri had not been inducted into the Accident Relief Train due to staff being not fully conversant with newly imported crane and the formal approval of CRS was still awaited. The 140 T crane, which was inaugurated in February' 99, was the first indigenous crane manufactured by Jamalpur Workshop of Eastern Railway. This crane is working satisfactorily at Dhanbad on Eastern Railway.

Railway track at Samarajan in NF Railway

1800. DR. ARUN KUMAR SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the date and extent of damage to the Railway track at Samarajan area of NF Railway in Dhemaji District, Assam;

(b) the causes of non-restoration and the action target to restore it;

(c) whether it is a fact that the NF Railway authorities did not cooperate on a joint move of Surface Transport Ministry and North-Eastern Council, for a permanent restoration of road and railway bridges of the area, with adequate protection measures; and

(d) if so, the reasons therefor and the action initiated by the Railways alone for protection of this vulnerable area of flash flood and river-course diversion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) On 19-7-1999, Railway embankment upto a length of 400 metres was badly damaged and washed out between Gogamukh and Dhemaji stations at Kms. 354 /5-6 & 354 / 13-357 / 5.

(b) Track has been restored except at 3 places where restoration work is in progress and is likely to be completed by 15-03-2000.

(c) No, Sir.

(d) Does not arise.